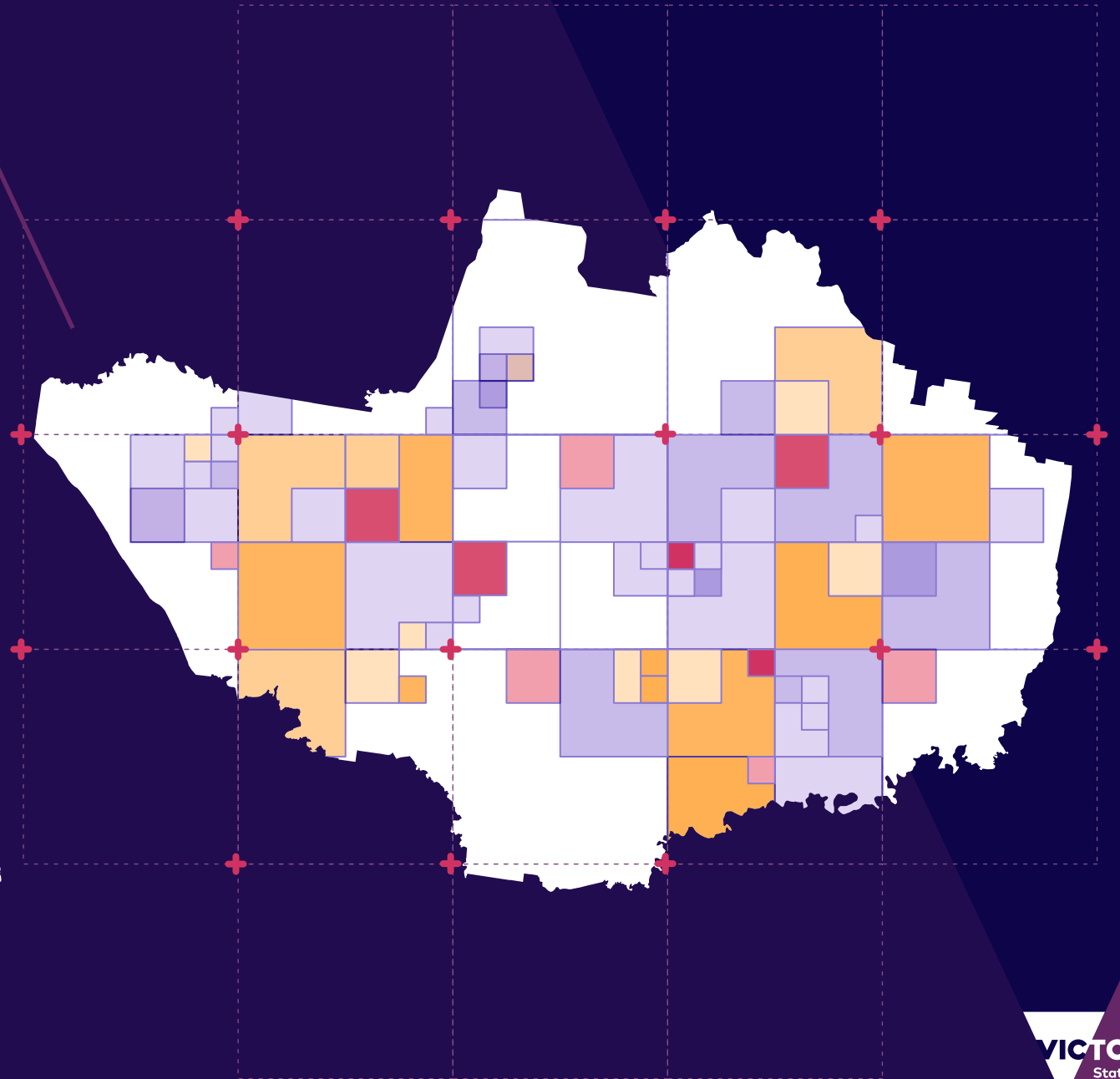


Plan Melbourne 2017-2050
**DRAFT NORTHERN
METRO LAND USE
FRAMEWORK PLAN
SUMMARY**



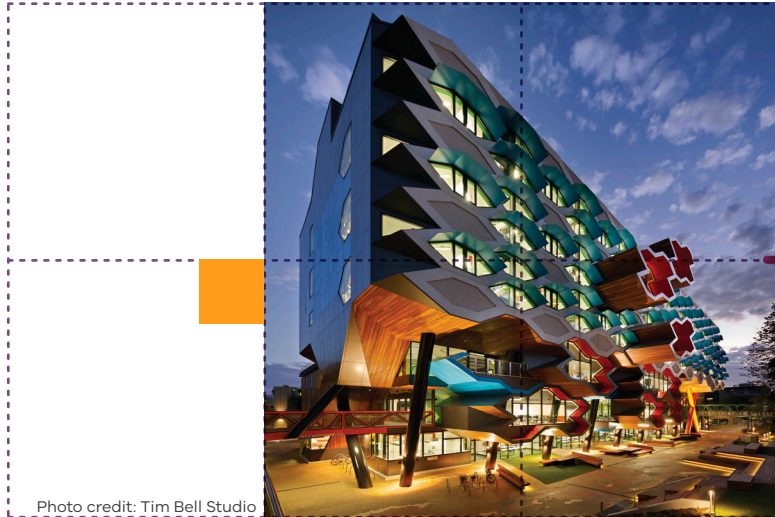


Photo credit: Tim Bell Studio



Photo credit: Diana Snape

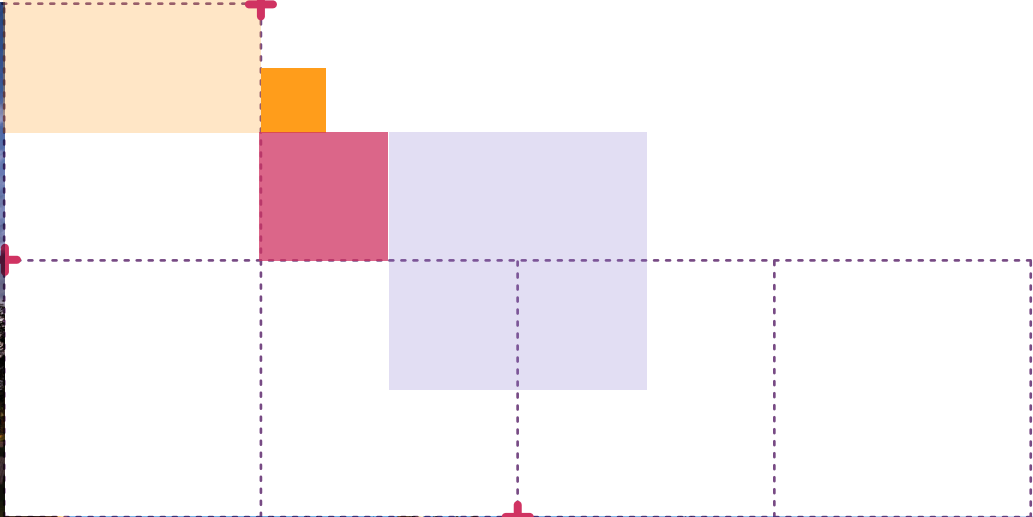
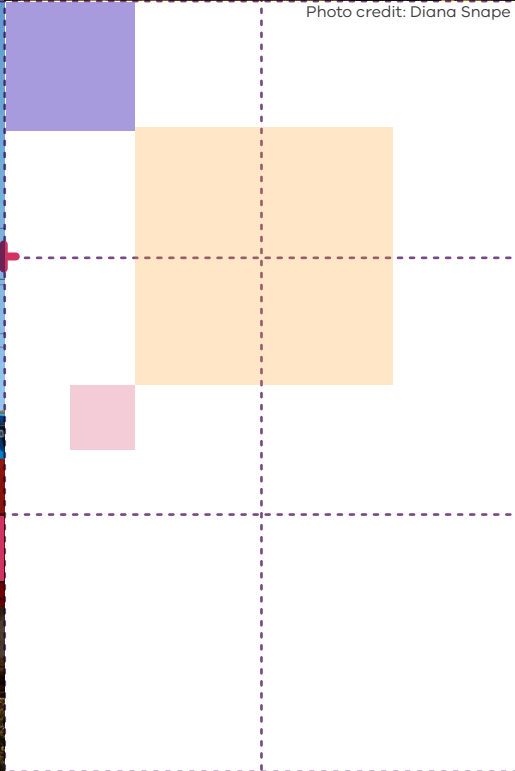


Photo credit: Department of Jobs Precincts and Regions



Great cities aren't born. They're made.

Melbourne is a great city. It's a great place to live, work and raise a family. It's a great place for investment and creativity. It's a great place to visit and enjoy.

The Victorian Government has developed land use framework plans for each of the six metropolitan regions that are all about ensuring Melbourne remains a great city as it grows.

These plans mark a new era in the planning of Melbourne, building on the efforts of generations of Victorians to shape the way land is used around Port Phillip Bay.

The Northern Metro Land Use Framework Plan is a 30-year strategy for action across seven local government areas – Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea and part of Mitchell.

It's about making the long-term plans and investments that protect and enhance local areas and communities while ensuring Melbourne's north grows more prosperous, liveable, affordable and sustainable.

The Northern Metro Land Use Framework Plan is also about maximising the social, economic and environmental benefits of transformational city-shaping investments like the Metro Tunnel, West Gate Tunnel, Melbourne Airport Rail and Suburban Rail Loop.

This plan is all about keeping northern Melbourne marvellous – from its established suburbs and industrial areas to its green wedge areas and growth corridors. It's also about building the best possible future for the Northern Metro region.

Photo credit: Tim Bell Studio

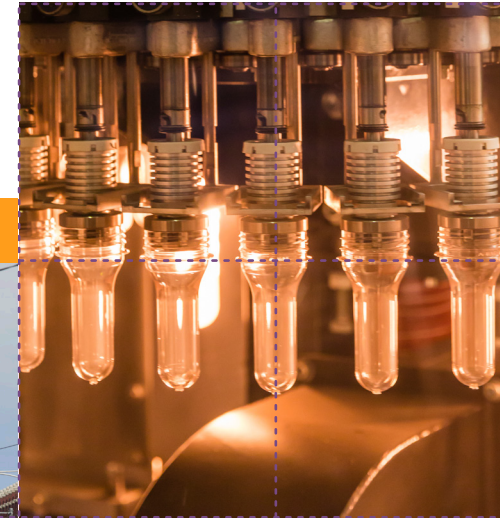


Photo credit: Department of Jobs Precincts and Regions

WHAT THE NORTHERN METRO LAND USE FRAMEWORK PLAN MEANS FOR YOU



- You will see economic activity around the La Trobe National Employment and Innovation Cluster (NEIC) and activity centres such as Broadmeadows, Epping and Lockerbie.
- You will see jobs created in the food and beverage, agriculture and food science, advanced manufacturing, health and logistics industries.
- You will see thriving creative precincts in Brunswick and Northcote as well as some outer areas.
- You will see the development of key industrial precincts such as the Melbourne Wholesale Fruit and Vegetable and Flower Market and the proposed Beveridge Interstate Freight Terminal.



- You will see the region remain Victoria's interstate and international gateway for passenger travel, freight and logistics.
- You will see cycling and pedestrian networks that support 20-minute neighbourhoods.



- You will see that green wedge land and heritage is valued and protected.



- You will see a diversity of high-quality, affordable housing that is close to good public transport, services and amenities.

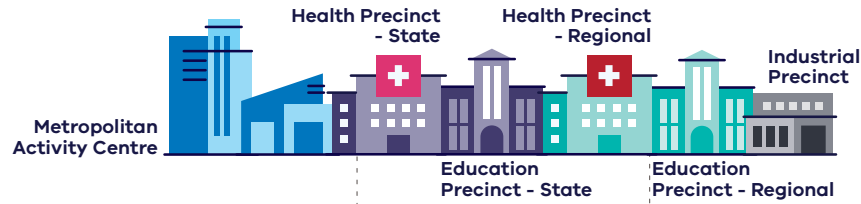


- You will see more trees across the region to help with urban greening and cooling, and improved biodiversity.



- You will see people living and working in 20-minute neighbourhoods.

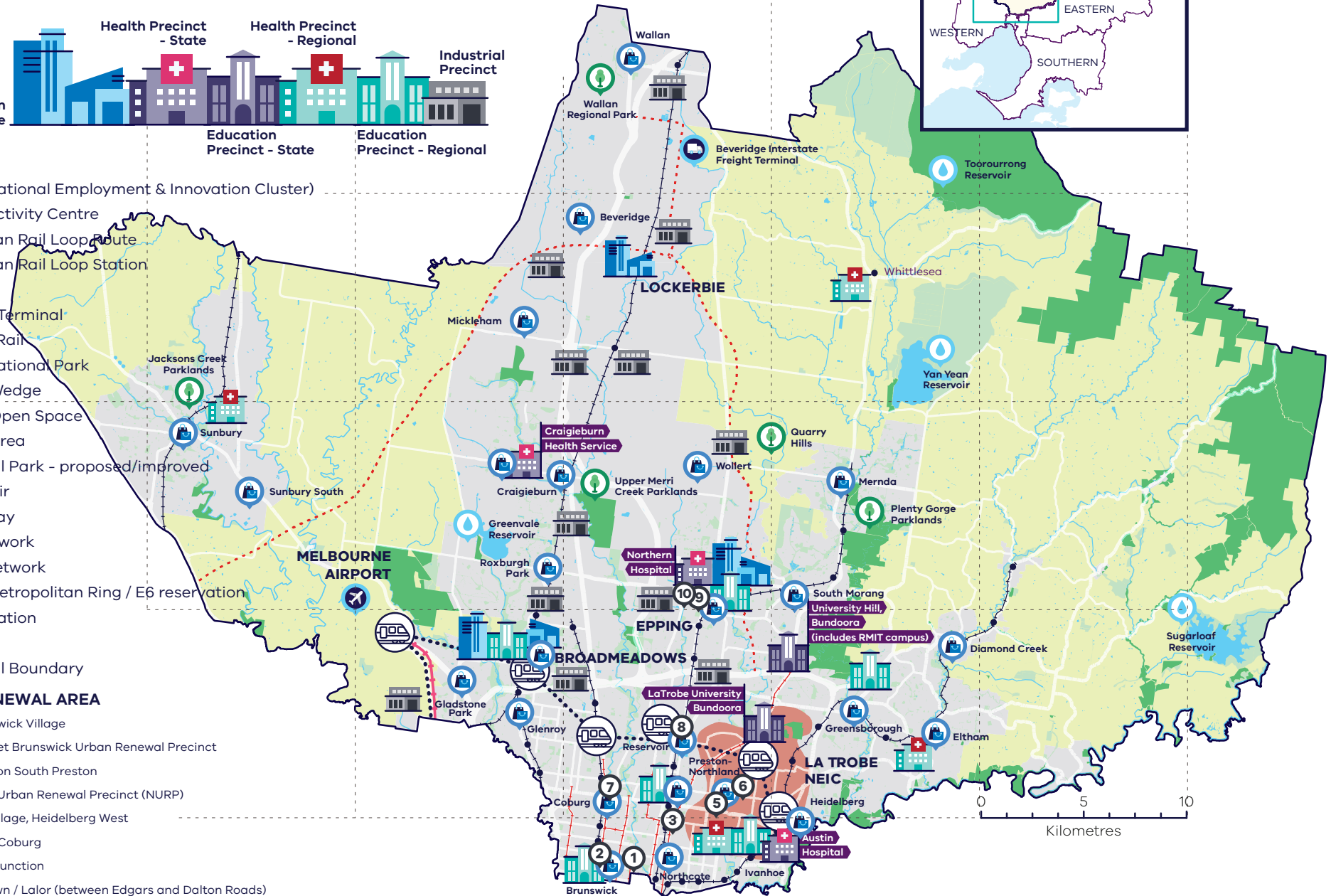
NORTHERN METRO LAND USE FRAMEWORK PLAN REGIONAL 2050 VISION



- NEIC (National Employment & Innovation Cluster)
- Major Activity Centre
- ⋯ Suburban Rail Loop Route
- Suburban Rail Loop Station
- ✈ Airport
- Freight Terminal
- Airport Rail
- State/National Park
- Green Wedge
- Public Open Space
- Urban Area
- Regional Park - proposed/improved
- Reservoir
- Waterway
- Rail Network
- Tram Network
- ⋯ Outer Metropolitan Ring / E6 reservation
- Train Station
- Roads
- Regional Boundary

URBAN RENEWAL AREA

- ① East Brunswick Village
- ② Albert Street Brunswick Urban Renewal Precinct
- ③ The Junction South Preston
- ⑤ Northland Urban Renewal Precinct (NURP)
- ⑥ Olympic Village, Heidelberg West
- ⑦ Pentridge, Coburg
- ⑧ Reservoir Junction
- ⑨ Thomastown / Lalor (between Edgars and Dalton Roads)
- ⑩ New Epping (former Epping Quarry Site, 215 Cooper Street Epping)



WHAT IS THE NORTHERN METRO LAND USE FRAMEWORK PLAN?

The Northern Metro Land Use Framework Plan is an extension of *Plan Melbourne 2017-2050*.

Plan Melbourne is a blueprint to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million by 2050. It includes nine principles that outline the Victorian Government's vision for the future of the city that *Melbourne will continue to be a global city of opportunity and choice*.

1. **A distinctive Melbourne**
2. **A globally connected and competitive city**
3. **A city of centres linked to regional Victoria**
4. **Environmental resilience and sustainability**
5. **Living locally in 20-minute neighbourhoods**
6. **Social and economic participation**
7. **Strong and healthy communities**
8. **Infrastructure investment that supports balanced city growth**
9. **Leadership and partnership.**

Plan Melbourne also divides the city into six metro regions:

- Inner
- Inner South East
- Eastern
- Southern
- Western
- Northern

The Department of Environment, Land, Water and Planning (DELWP) is leading the development of land use framework plans. The purpose of the plans is to guide the application of Plan Melbourne's nine principles, seven outcomes, 32 directions and 90 policies at a regional and local level.

The plans will support a regional approach to planning across state and local government.

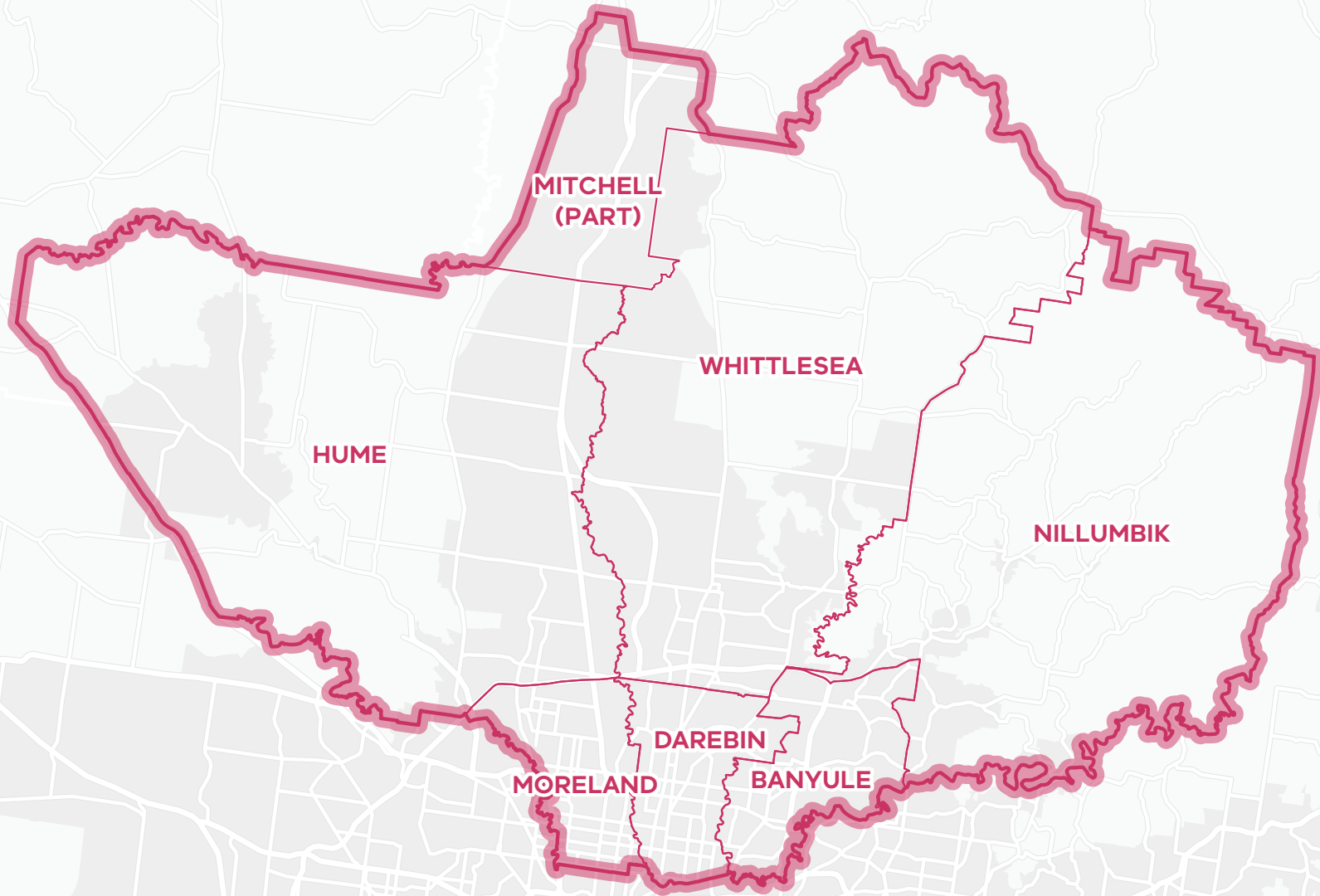
This document summarises how the Northern Metro Land Use Framework Plan will:



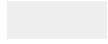
- Shape population and industry growth
- Inform plans for service and infrastructure development
- Guide public and private investment
- Protect the distinctive and historic characteristics of the Northern Metro region
- Improve environmental resilience.

The plan covers six themes:

- Productivity
- Housing
- Integrated transport
- Liveability
- Strong communities
- Sustainability and resilience.

NORTHERN METRO REGION



-  Regional boundary
-  Local government area boundary
-  Urban Area

ABOUT THE NORTHERN METRO REGION

The Traditional Owners of the Northern Metro region are the Wurundjeri Woi Wurrung people of the Kulin Nation.

The Northern Metro region is transitioning from a strong manufacturing-based economy towards an economy with highly-skilled and creative jobs.

It has some of the city's newest, most dynamic and diverse communities – from the inner suburbs of Brunswick and Northcote out to the growth areas of Sunbury, Craigieburn, Mernda and Wallan. It has green wedges, farmland, river corridors and water catchments, eucalypt forests and ancient river red gums. And it is home to Melbourne Airport.

Urban areas include:

- Sunbury – a regional centre and growth corridor
- The Hume (Craigieburn-Donnybrook) and Whittlesea (Epping-Wollert, Mernda/Doreen) growth corridors
- The Wallan township and surrounding growth areas
- Older established areas along the outer metropolitan ring (Broadmeadows/Glenroy, Thomastown/Lalor)
- Established inner areas with fine-grain development and larger urban renewal sites with higher development densities along the north-south rail and tram spines (Brunswick, Coburg, Northcote, Preston, Heidelberg)
- Leafy suburbs along the Yarra and Plenty rivers (Ivanhoe, Rosanna, Greensborough, Eltham).

By 2051, the Northern Metro region's population is projected to increase by 73 per cent from around 1.05 million to 1.82 million. The number of dwellings is projected to almost double from 355,630 in 2016 to 707,830 in 2051. By 2031, employment is projected to increase from 321,200 to 459,200 jobs.

Geographically

its footprint covers 19 per cent of metropolitan Melbourne, with more than 50 per cent designated as green wedge.

Demographically

22 per cent of Melburnians, more than 1.05 million people, live in the region.

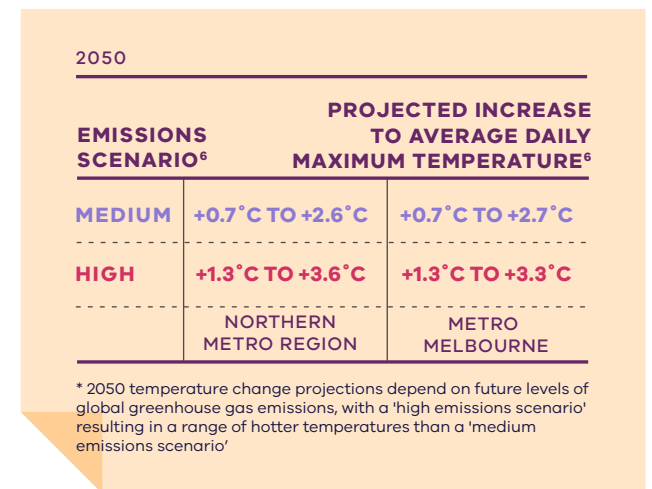
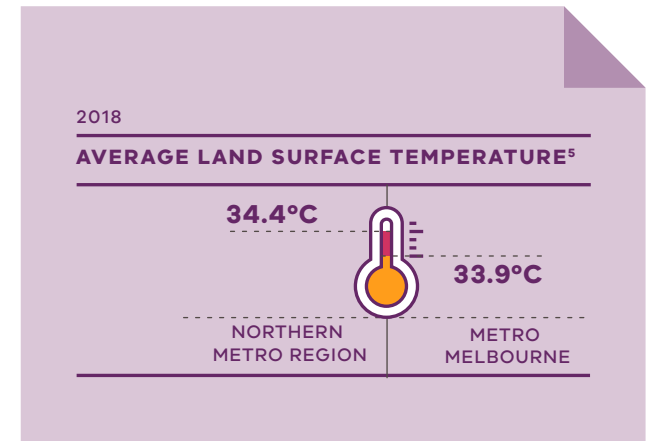
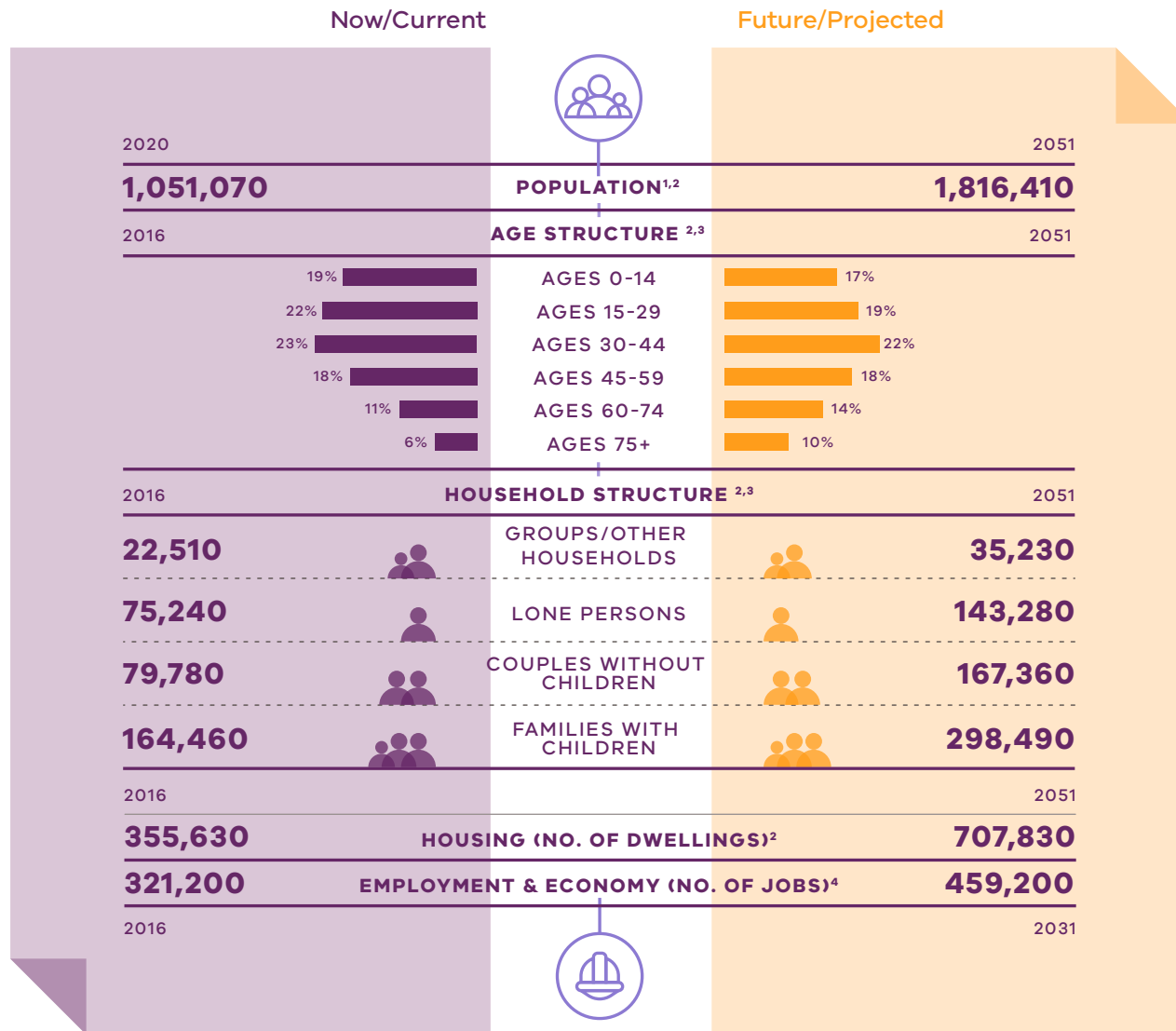
Economically

it generates \$42 billion a year in economic activity and employs more than 321,200 people.

Environmentally

it has 22.6 per cent of metropolitan Melbourne's open space and 12.1 per cent urban tree canopy cover.

NORTHERN METRO REGION - REGIONAL SNAPSHOT



(1) Australian Bureau of Statistics (2021) Regional Population 2019-20 financial year, Commonwealth of Australia, Canberra, Australia.
 (2) Department of Environment, Land, Water and Planning (2019) *Victoria in Future 2019*, Department of Environment, Land, Water and Planning, Melbourne, Australia.
 (3) Australian Bureau of Statistics (2016) *Census of Population and Housing*, Commonwealth of Australia, Canberra, Australia.
 (4) Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.
 (5) Department of Environment, Land, Water and Planning (2018) *Land Surface Temperature Data*, State of Victoria, Melbourne, Australia.
 (6) Clarke JM, Grose M, Thatcher M, Hernaman V, Heady C, Round V, Rafter T, Trenham C & Wilson L. (2019). *Victorian Climate Projections 2019 Technical Report*, CSIRO, Melbourne, Australia.

CITY-SHAPING PROJECTS

The Victorian Government is currently implementing the largest transport infrastructure program in the state's history.

City-shaping projects include:

- The West Gate Tunnel – creating a second river crossing to link the Western Metro region with the Port of Melbourne, CityLink and the CBD, and taking traffic pressures off the West Gate Bridge
- Level crossing removals including along the Werribee, Williamstown and Geelong-Ballarat railway lines, reducing congestion and unlocking land for development
- Metro Tunnel – linking Melbourne's south-east and Gippsland to the Sunbury line in Melbourne's west and north-west
- North East Link – connecting Melbourne's south-east to the

Eastern Freeway, the Western Ring Road and Hume Freeway

- Melbourne Airport Rail – connecting Melbourne Airport to Victoria's regional and metropolitan train network
- Suburban Rail Loop – connecting every major passenger railway line in Melbourne from the Frankston line in the south to the Werribee line in the west.

These city-shaping projects will improve access to jobs, education and social opportunities for residents in the Northern Metro region. They will better connect the region with other areas of Melbourne and Victoria. They will also create opportunities to maximise social, economic and environmental benefits.

Socially – bring jobs, services and leisure opportunities closer to where people live.

Economically – reduce transport congestion, boost productivity and create jobs.

Environmentally – cut commuting times, reduce transport emissions, promote public and active transport use, and create 20-minute neighbourhoods.



Photo credit: Tim Bell Studio

NORTHERN METRO REGION STRENGTHS AND CHALLENGES



Productivity

As Victoria's interstate and international gateway, the region is a leader in logistics and freight. It's also a hub for agribusiness, manufacturing, health, education and research. There is growing demand for industrial land, however industrial land supply is limited. Extractive resources must also be protected.



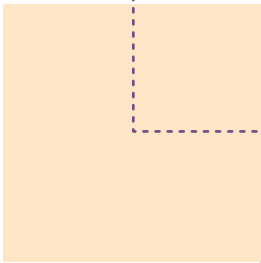
Housing Choice

The Northern Metro region is well-placed to cater for population growth within established suburbs and the growth corridor. It needs to ensure housing supply and infrastructure keeps up with growth, including more affordable housing. There is also a need to balance residential and industrial development.



Integrated Transport

The region has a good road network and will benefit from the Suburban Rail Loop. However, congestion is an increasing issue and there is a need for more public transport, as well as improved connections for cyclists and pedestrians.





Liveability

The Northern Metro region has an established network of open spaces and parks, as well as opportunities to develop cultural and tourist attractions. However, there is a need to develop more open space, improve cycling and pedestrian trails, and protect its landscapes and heritage from development.



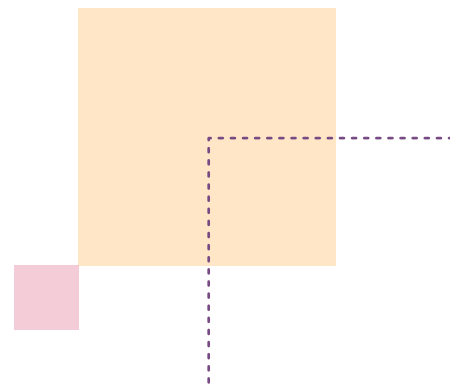
Strong Communities

A good network of activity centres and community infrastructure for health, education and recreation exists in the region. However, there are service gaps and areas of disadvantage. Growth areas also need more services and facilities.



Sustainability and Resilience

The green wedges and north-eastern suburbs have extensive natural assets and a good tree canopy. However, the region faces increased risks of flooding and bushfire. In addition, communities with low tree canopy are vulnerable to high urban heat. There is a need for more recycling and resource recovery.



PLANNING FOR THE NORTHERN METRO REGION



Productivity

- Develop the La Trobe NEIC as a primary provider of tertiary education and health services supported by good transport connections.
- Protect the development of Melbourne Airport.
- Develop a strong network of activity centres to provide jobs closer to where people live.
- Manage the ongoing development of industrial precincts as generators of economic activity and employment.
- Ensure planning of the Northern Growth Corridor includes industrial and commercial development.
- Protect green wedges to ensure the sustainability of agriculture, extractive resources, tourism, biodiversity and state infrastructure.



Housing Choice

- Secure a 15-year supply of housing across the Northern Metro region.
- Ensure new housing is well-designed, high-quality, climate change resilient and in keeping with neighbourhood character.
- Deliver a pipeline of social and affordable housing near jobs, transport and services.
- Develop a mix of medium- and higher-density dwellings suitable for singles, older residents and families.
- Limit housing growth in the green wedge and areas at risk of natural hazards such as bushfire.





Integrated Transport

- Improve connections within the region and to peri-urban and regional areas.
- Improve public transport connections and cycling and pedestrian access to the La Trobe NEIC and activity centres. Suburban Rail Loop (Box Hill to Airport) will improve east – west public transport connections’
- Improve the road network in the Northern Growth Corridor and outer suburbs.
- Support the development of 20-minute neighbourhoods by prioritising active and public transport.
- Grow the region’s comparative advantage in freight and logistics by protecting freight corridors from encroachment or conflicting land-uses.

Photo credit: Tim Bell Studio



Liveability

- Protect the region’s waterways, landscapes and biodiversity.
- Create great civic places that reflect the region’s environment and history – including the heritage of Aboriginal communities.
- Expand the network of open spaces and trails, linking biodiversity areas, waterways and urban areas.

Photo credit: Tim Bell Studio



Photo credit: Tim Bell Studio



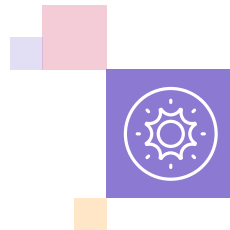


Photo credit: Tim Bell Studio

Strong Communities

- Plan for major social infrastructure (libraries, recreation facilities, cultural centres and community hubs).
- Expand the network of accessible health and education facilities and precincts – including health and education services in the Northern Growth Corridor.
- Create 20-minute neighbourhoods around activity centres and in close proximity to public transport.

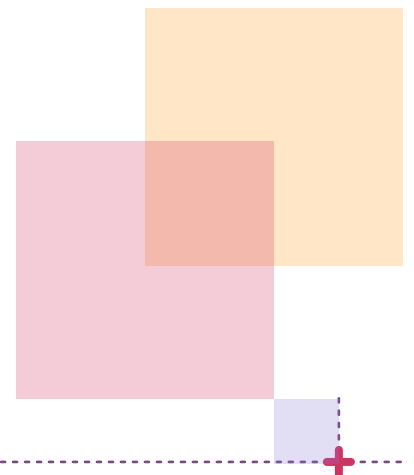




Sustainability and Resilience

- Prepare a regional bushfire plan to minimise risk to suburban and peri-urban communities.
- Investigate options for a resource recovery centre and transfer station.
- Ensure development supports the changing energy supply network.
- Increase the tree canopy to 27 per cent and harvest and reuse stormwater.

Photo credit: Tim Bell Studio



ISBN 978-1-76105-653-6 (pdf/online/MS word)

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